



Parents Against Tired Truckers and Citizens for Reliable and Safe Highways

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**Truck Safety Advocates Respond to the ATA's Push to Remove Crash Data  
From the CSA Crash BASIC**  
*Crashes in and of Themselves are Predictors of Future Crashes  
Don't Taint Crash Data*

Arlington, VA (February 7, 2013): Daphne Izer, Founder of Parents Against Tired Truckers (P.A.T.T.) expressed support for the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) Crash Behavior Analysis and Safety Improvement Category (BASIC). Izer states, "Don't fix what's not broken. The CSA Crash BASIC is working exactly as it should. All crashes are counted because involvement in previous truck crashes, in and of themselves and regardless of fault, is an accurate predictor of involvement in future truck crashes. The American Transportation Research Institute (ATRI) determined that a past truck crash increased the likelihood of a future crash by 87 percent. This is regardless of who was at fault and whether or not the crash was preventable." Izer adds, "The American Trucking Associations (ATA) knows this. If you really want to prioritize trucking companies for intervention, why would you add a costly process that will decrease efficiency? The process suggested by the ATA is also terribly unfair to the victims of truck crashes who are either killed, or seriously injured and can't give their side at the scene of a crash. It seems disingenuous for the ATA to cherry pick a couple of crashes to try to bolster its argument while ignoring the fact that crashes in and of themselves are predictors of future crashes."

John Lannen, Executive Director of the Truck Safety Coalition, and a member of the Motor Carrier Safety Advisory Committee (MCSAC) Subcommittee on CSA, adds, "This week, a former law enforcement officer and crash reconstruction expert gave an eye-opening presentation at the MCSAC meeting highlighting the potential issues with using police accident reports as the sole determination of fault. It's no surprise that the ATA would push for changes right now. The more we examine the process of adding a determination of preventability to CSA, the more obvious it becomes that the idea may not be possible on a consistent basis and therefore may have the unintended consequence of adding bad data into the Crash BASIC."

*The Truck Safety Coalition ([www.trucksafety.org](http://www.trucksafety.org)), a partnership between the Citizens for Reliable and Safe Highways (CRASH) Foundation and Parents Against Tired Truckers (P.A.T.T.), is dedicated to reducing the number of deaths and injuries caused by truck-related crashes, providing compassionate support to truck crash survivors and families of truck crash victims, and educating the public, policy-makers and media about truck safety issues.*

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